

# AVIATORS ARRIVE; TENDERED BANQUET

(Continued From Page One)

been tilted on its nose and a dent made in the radiator. This was not the fault of the field, but was due to weather conditions which made it difficult to land.

All the aviators were unanimous in their praise of the Kingman Field, saying that it was the best field they had encountered, excepting perhaps, the one at Tucson. They also spoke very highly of the treatment accorded them here.

The machines are DeHaviland, 4 bomber planes, equipped with 12-cylinder Liberty motors, with a horsepower of 450. This is the best plane produced today.

This trip is one of a series made by government planes. The route from Ellington Field to San Diego, California, was as follows: Ellington Field, Texas to San Antonio, Tex.; to Del Rio, Tex.; to Marfa, Texas; to El Paso, Texas; to Lordsburg, New Mexico; to Tucson, Arizona; to Phoenix, Arizona; to Yuma, Arizona; to Rockwell Field, San Diego, California. Return trip, Rockwell Field, San Diego, California to March Field, Riverside, Cal.; to Kingman; to Flagstaff, (a day's stop will be made at Flagstaff and a flight over the Grand Canyon, Colorado river will be made); to Holbrook, Arizona; to Albuquerque, New Mexico; to Tucuman, New Mexico; to Lubbock, Texas; to Sweetwater, Texas; to Brownwood, Texas; to Waco, Texas; to Ellington Field, Texas.

The purpose of the trip is to obtain information concerning the topography of the country and map out possible landing fields for government mail routes. The flight is in command of First Lieutenant R. O. Searle, who has charge of publicity of the trip. Lieutenants E. D. Jones, H. Brikett, Chas. Rugh, Eric Nelson are officers making the trip. Sergeant First-class W. E. Cain is accompanying the expedition as mechanic. A moving picture operator, who will take moving pictures from the air during the flight, is also accompanying the expedition.

Every ship is equipped with 450 horse-power Liberty motors and all wires have been stream-lined to decrease the air resistance so that the ships can make a maximum speed of about 130 miles per hour. Each officer is equipped with side arms and several day's rations in case of forced landing away from civilization. The ships are also equipped with intercommunicating aerial phones so that conversation can be carried on between ships, tho they are several miles apart. An official aerial camera is placed in one of the ships and 500 pictures of possible landing fields enroute will be taken. Still pictures and moving pictures of all interesting subjects, including the Grand Canyon, Colorado river will be taken from the air.

A detailed record of the flight is being kept by the officer in charge of publicity. (The contents of this will be wired the Associated Press each evening by night letter). This journal will record in detail all information of possible interest to the public, giving particular attention to the following: altitude, weather, incidents during flight, time schedule and distance covered in each flight. This observation consists of an official report and as such will be furnished the press of each city immediately upon arrival.

The significance of the progress of aviation in the United States is to be emphasized and the following topics and subjects are appended for this purpose:

(a) Comparative freedom of American aviation from fatalities.

During the entire period of time devoted to training aviators (up to the week ending November 9, 1918, for each aviator killed in accident, there

are recorded 4,019 hours and 231,520 miles of flight.

(b) Training.

R. M. A.'s trained in the United States army 8,538; present attendance at R. M. A. schools 2,835; graduates of advanced schools 3,242; total graduates given flying instruction 22,562; number of fliers, including pilots and observers trained abroad (to October 9, 1918) 1800; number of mechanics trained at American schools 14,409; strength of the air service November 8, 1919, 188,425. The air service was thus larger than the United States army at the beginning of the war. These figures do not include the air service of the United States navy or the United States marines.

(c) Schools.

Approximate number of army flying schools in the United States, 40; schools of military aeronautics, 5; balloon schools, 8; radio schools, 3; photographic schools, 3; air depots, 14.

(d) Government control.

The United States government has now complete control of the building of airplanes and the training of aviators. It has under its jurisdiction substantially all flying fields, aeronautical schools, and plants of aeroplane construction of the United States.

(e) Airplanes.

On November 8, 1918, the approximate number of airplanes owned by the United States army was as follows:

Service or combat planes ..... 3,228

Training airplanes in the U. S. 5,779

Training airplanes received from

European sources ..... 512

Combat airplanes received from

European sources ..... 1,728

The possibilities and significance of a continent dotted with flying fields, namely a continental air route should be brought before the public's mind so that they will realize the present day difficulties of aviation, what work has been done to overcome these difficulties, the great importance of aerial maps, aerial photographs and aeroplane devices perfected by war conditions. Too much can not be said regarding the great importance of aeronautical industries and the general development of aeronautics. The immense effect upon commerce, science and the prestige of America in such development can not be too strongly emphasized. The great work done by the government in aeronautics during the period of the emergency is due entirely to the wonderful co-operation of the great minds of the country and to the spirit of patriotism and allegiance expressed by each citizen of the United States.

At the same time that this formation of ships left for San Diego three other ships of a different type (Curtiss JN6H's) are making a trip from Ellington Field to Little Rock, Arkansas for a like purpose, that is to assist in mapping aerial lanes and future continental routes.

Cross-country work has always been done as a final test for qualification as a reserve military aviator. In the early days of the war these cross-country trips were seldom over sixty miles for a round trip. When the training fields of England, France and Italy became overcrowded and it devolved on the United States to inaugurate advanced training on home soil to its own aviators. The first government aviation field in the country to realize the necessity for advanced cross-country training was Ellington Field, Houston, Texas. The school was destined to be the only bombing school in America and the largest and most efficient school of bombing, navigation and gunnery in the world. In December 1917, and January 1918, the first advanced cross-country stage in the country was inaugurated. Four triangular trips of approximately 150

## RADIO ACTIVE LEAD BRINGS PROBLEMS

At least two kinds of lead exist, writes Prof. Theo. W. Richards in Science. One, the ordinary metal disseminated throughout the world; another, a form of lead apparently produced by the decomposition of uranium, radium being one of the intermediate products. If we leave out of consideration the probable inessential difference in radioactivity, the two kinds are very closely if not exactly alike in every respect, excepting atomic weight, density and immediately related properties involving weight, such as solubility. Thorium lead appears to be a third variety, with similar relations. Shall we call these substances different elements or the same?

miles each were flown by compass. Two days were consumed in making those trips, two being made each day. On the third and fourth days two 150 mile (300 mile round trip) straight aways were made. In four days the course was completed by the student aviator with a total mileage of approximately 1200 miles. Simple enough as it reads, but when the course was started there were no maps available for the work. Ellington had to make their own maps of the surrounding country. Each student was given ten short bombing trips within a radius of twenty miles of the field to map towns and cities. Each pilot was required to hand in a map of the objectives he had flown over, marking the buildings and objects which he considered should be demolished on a bombing raid. In this way the student's powers of observation from the air were developed and many valuable maps obtained. Obviously, men who had completed such advanced cross-country training were better qualified to make bombing raids over the lines than those pilots who had completed their reserve military aviator test with a sixty mile cross-country trip.

But Ellington did not stop here. Other advanced courses in flying were started. Ships were flown over the camera-obscura for bombing target practice, dummy bombs were dropped from all altitudes up to 12,000 feet, cloud flying became an important stage and all day pilots were given additional cross-country work by map and compass and bombs were dropped on various objectives.

Coincident with the development of the day work, night flying came into prominence. Ellington was the first field in the country to train students in night flying. The hum of motors could be heard twenty-four hours each flying day at Ellington. Night flying in search lights and over targets, bomb dropping up to 6,000 feet and night cross-country work by compass and bearing plate were part of the daily curriculum. A thorough course in aerial navigation was installed and practical work given with compass, bearing plates, course and distance indicators and air speed indicators. Ellington manufactured its own bombs for many months. A course in camera gun was started. A strict and thorough ground instruction in all types of machine gun was given and an aerial gunnery school for bombers as a final training stage for bombing teams. The official flying time at Ellington to date is over 82,000 hours.

The men with the best record in each course of flying were held as instructors and all instruction as given was accurate and efficient. Every man leaving Ellington was qualified to go over the lines with no further bombing training. Ellington efficiency was known up to the front line trenches and the training given Ellington men was considered by many French and English officers to be unequalled in the world.

In August 1918 two pilots from Ellington flew to Fort Sill, Oklahoma, and returned. In October, 1918 in conjunction with the fourth Liberty loan

## GILA DEPUTIES PULL

### A "REGULAR" STILL

Sheriff Shutes of Globe, and his deputies raided a "moonshine plant" in Red Springs canyon, Miami, late Monday night and confiscated a complete whiskey still, together with 100 gallons of "wine brandy" and several gallons of "dago red." D. A. Vukanovich and George Papovich, said to be owners and operators of the still, are being held at the county jail to await trial for alleged violation of the federal liquor law.

drive two ships from Ellington Field started for Denver, Colorado. One ship, piloted by First Lieutenant A. McAleenan met with an accident at Dalhart, Texas, near the Colorado line. The other ship, a Curtiss JN4H with 150 horse-power Hispano-Suiza motor, with two pilots, First Lieutenants Nut and Crantz, reached Denver on October 5th, 1918. This was the first ship in the history of the world to fly into Colorado. No ship has ever flown out for after a few days of exhibition flying, which helped the Denver Liberty loan to exceed its quota by thousands, the two aviators met with an accident. While trying to "take off" the extreme rarity of the air prevented the aeroplane from leaving the ground until it had obtained nearly its maximum speed of nearly 80 miles per hour. The machine crashed into a tree and was totally wrecked. Both officers were injured. Lieutenant Crantz climbed out of the wreck and managed to save the life of Lieutenant Nut, who was being strangled by wires. While these two officers were risking their lives in Colorado in behalf of the fourth Liberty loan Lieutenant John E. Davis flew from Ellington field to Detroit and returned in flying time of 62 hours in a Canadian Curtiss. At the same time Lieutenants Bancker, Cone and Lee from Ellington Field, flew across country to Washington, D. C., in Curtiss JN4H's, equipped for night flying and started the Capitol by an exhibition of night flying. Those two planes flew back to Ellington but one met with a mishap at Texarkana on the northeastern Texas boundary line. The other completed the round trip successfully.

In November Washington authorized a number of cross-country trips from various fields, which were legs of the original trip as outlined herein and since Ellington Field was the first field in the country which was to give all training on the De Haviland-4, equipped with Liberty motors, many trips were assigned to Ellington to be made in this type of ship. Lieutenants R. MacDonald and E. A. Davis completed an official trip to Payne Field, West Point, Mississippi and return in Curtiss JN6H's. Lieutenants E. H. Hill, B. M. Jones, L. Henry, U. Wegener of Ellington Field and Captain Robinson and Lieutenant Adams of Colonel Frochet's, the district supervisor's staff, flew to Detroit, Michigan in DeHaviland-4's and are now on the return trip.

During this trip several flying records were made. Lieutenants Henry and Wegener flew from Detroit to Indianapolis, 230 miles, in 90 minutes. Two of the ships flew from Dayton, Ohio, to Detroit, Michigan, about 200 miles, in 95 minutes. The total time for the trip, a distance of about 1500 miles was 878 minutes.

On each of these trips all the information possible concerning natural conditions in different sections of the country and the topography of the terrain is being carefully observed and recorded in the manner already outlined.

## LADIES AID

The Ladies' Aid Society of the M. E. Church will meet at the home of Mrs. Leonard Hoffman next Wednesday afternoon at 2:30.

# Another Drop in Prices

at the

## Kingman Meat Market

Petaluma large white eggs, now ..... 50c doz.  
Swift's Premium fancy bacon, now lb. 63c  
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